

HUDSON
SUPER-SIX



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HUDSON MOTOR CAR COMPANY
DETROIT MICHIGAN



"A Car That Never Wears Out"

The Reputation of Hudson is Built on Quality

TO THE attractive bodies and remarkable motors which always have characterized Hudson cars, there is added, in the present series, an ease of driving and of control which will make their operation still more satisfactory and delightful.

Hudson has been fortunate in the past several seasons, in that the general lines and character of its car were so well established that no great alterations or improvements have been called for.

The Company's engineers, therefore, have been free to confine their efforts to those advancements and refinements which make the car more pleasing and desirable. In some cases, these changes would never be known to the average Hudson owner; he would think, unless these innovations were pointed out to him that he had merely been fortunate enough to obtain a car which operated particularly well in every detail.

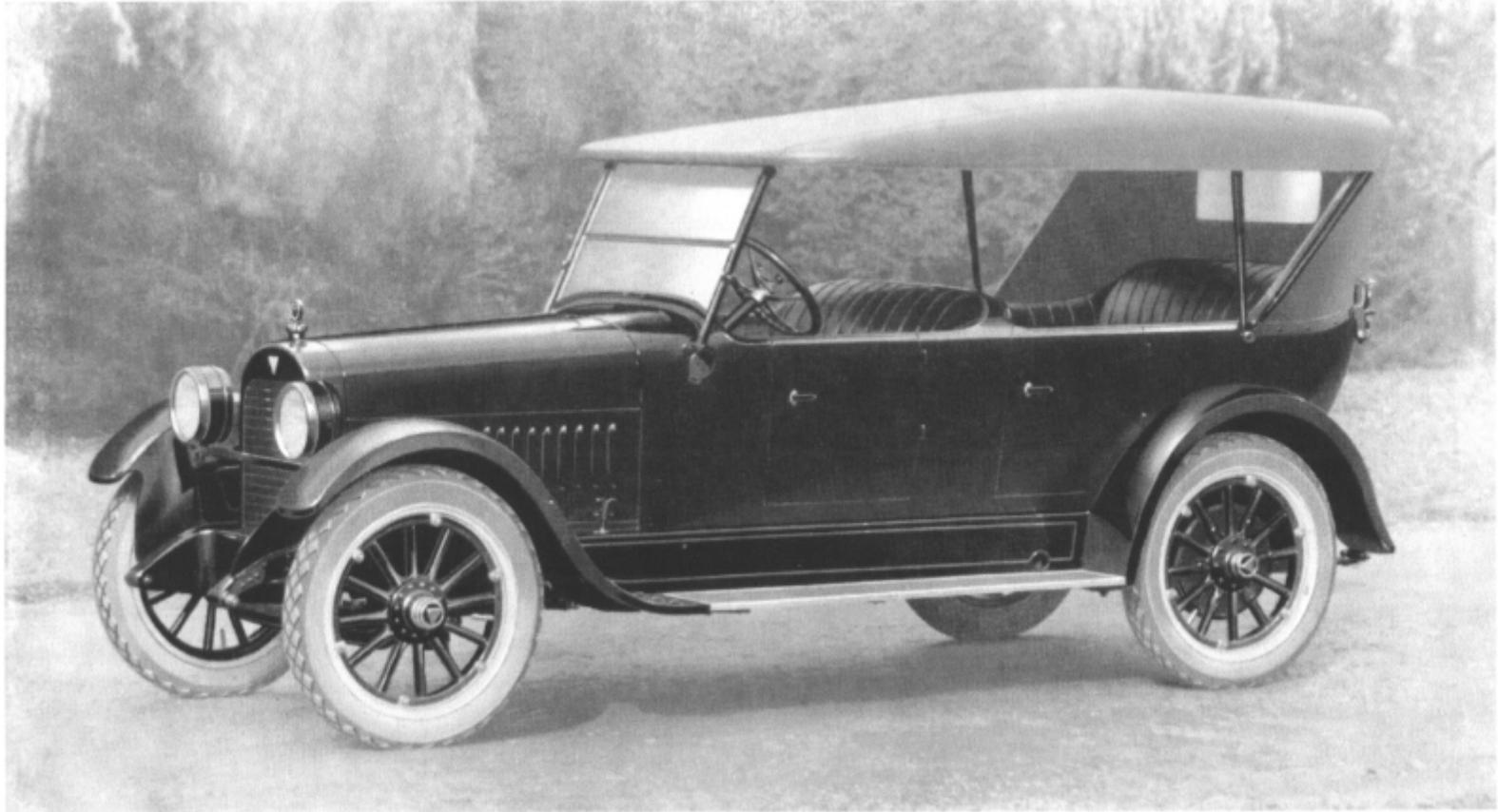
In the aggregate, however, it is these small betterments which have resulted in a general lifting of Hudson efficiency and convenience so that its standing as a car of the highest quality

has been all the more firmly established. The buyer of today's Hudson will obtain a greater amount and degree of motor car ability and satisfaction than it has ever before been possible for us to afford him quicker response to throttle; greater ease of handling; longer car life with simplified maintenance.

As the cost of materials has permitted, the price of Hudsons has been consistently and progressively reduced. Price reductions by Hudson have not been cuts at some certain seasons of the year; the policy being to pass on to the public economies effected through the buying power, credit strength and manufacturing efficiency of the Hudson organization.

The Hudson Super-Six may be purchased in the full confidence that the buyer will obtain every desirable detail and quality which the car has ever known. There are, too, many additional features which the motor art has now made possible for the first time, and which the Hudson organization feels will strengthen the preference of the public for Hudson cars, and add to the satisfaction of Hudson owners.





The Seven-Passenger Phaeton

THE BODY AND WHEELS are finished in a rich, dark blue with hood, radiator shell, shutters, fenders and balance of the chassis in black. The upholstery is of heavy hand-buffed leather, pleated over deep cushion springs. The seats are wide and are placed at restful angles. The

front seat measures 44½ inches and the rear seat 45½ inches. This, with the special attention given to the design of the two folding auxiliary seats, gives comfortable seating to all seven passengers. Gypsy curtains with glass rear light are standard equipment on both phaetons.

The Latest Hudson Has These Important Refinements

LEADERSHIP is a Hudson characteristic, and when the Hudson designers and engineers found themselves without major problems to undertake, they applied themselves to discover minor points in which the car might be bettered.

The result is that the Hudsons now available to the public are more easy to drive and care for, more efficient in their operation, and more pleasing to the eye in certain details than any previous series which the Hudson organization has known.

These betterments are first visible to the driver's eye in the re-arrangement of the front compartment.

By a re-shaping of the instrument board, the passengers on the front seat are afforded a considerable increase in knee room. The instruments themselves have been re-grouped in a compact semi-circle, which is lighted at night without back-glare. All instruments have been given an attractive nickel finish.

The driver will find, too, that the controls are not only easier for him to reach, but that they re-

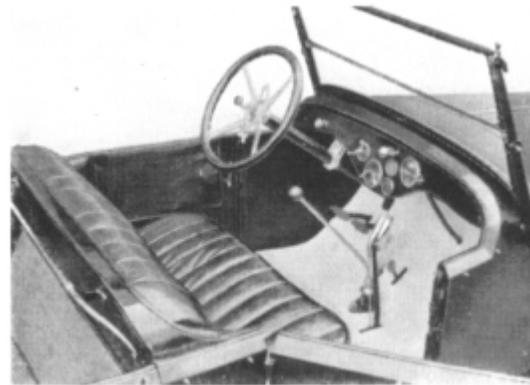
spond to his handling almost without resistance.

A new sense of effortless steering is made possible through lowering the ratio of the steering gear. The wheel manipulates with unusual responsiveness, and the improved construction also insures less wear on the steering parts.

A restful foot position for the driver is obtained by changing the position of the accelerator pedal so that it is to the right of the brake pedal. The inclined floor boards may now be used as a foot rest. Both the brake and accelerator pedal will now respond to a lighter pressure of the foot.

The gear shift lever has been lengthened so that the ball handle is within easy reach of the driver's hand.

Better protection is afforded to the whole front compartment by a re-designed weather-strip for the windshield. The space between the two windshield glasses is entirely filled, so that weather protection is complete. In addition to these betterments, the general program of easier driving



The re-designed front compartment has all the controls so placed as to give "operation without effort."

has been carried through to the mechanism of the car itself.

To make gear shifting more effortless, the design of the clutch has been altered, so that the weight of the parts which revolve with the transmission shaft is reduced. To bring this about, the customary Hudson practice has been reversed, and the driven discs of the clutch are now the lighter of the two sets.

In this new construction, the transmission shaft is continued forward and forms the clutch shaft, eliminating the former three-jaw slip joint which acted as a connection between the clutch and the transmission shaft. On this shaft are carried the light-weight driven discs.

To accommodate this construction, certain minor changes have been made in the gear set and gear box. The speedometer drive is now enclosed in the gear box, where lubrication is automatic.

A. new efficiency in the operation of the car may be expected from changes which have been made to cope with low-grade gasoline.

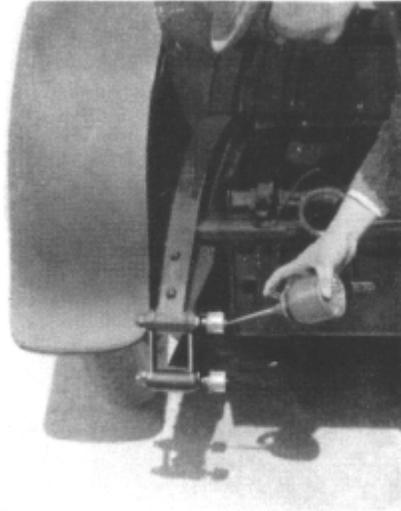
In the first place, all air for the carburetor is now pre-heated by a hot air stove

which is integral with the exhaust manifold. So that this somewhat expanded mixture may reach the intake manifold without restriction, large globe elbow joints have been installed.

The intake manifold itself carries out the plan of heating the gas mixture before it enters the cylinders. Between cylinders Numbers 1 and 2 and Numbers 5 and 6, the intake manifold is carried close to the exhaust. A pocket formation also has been provided so that any gasoline which may have been recondensed is certain to be adequately vaporized minimizing carbon formation and the fouling of spark points.

To add to easy maintenance, new type oilers have been substituted for the former grease cups. The new oilers, which operate on the wick principle, are automatic in their action, and the owner's only task is to see that they are filled weekly. A pump oil can is provided which is especially adapted for the new oilers.

An alteration of the emergency-brake construction gives a heavier, safer and easier action. The change in design here - which is principally in the size and arrangement of the teeth - also insures



A few moments with an ordinary pump oil can fills the new type wick-feed oilers — their action is then automatic.



The Four-Passenger Phaeton

EXCEPT FOR BODY LINES and seating capacity the four passenger phaeton is similar to the seven-passenger model in construction, upholstery, and finish. Typical of all Hudson models, the deeply cushioned seats are both roomy and designed on the proper angles to give restful

comfort during long drives. The rear seat is 41 inches wide, and the front seat slightly wider 42½ inches giving driver full freedom at wheel. Hudson style leadership is here again exemplified with this Super-Six model which is accepted as the standard for open cars seating four.

Continued from second preceding page)

While the appearance of the car remains fundamentally unchanged, there has been an improvement in the lines of the fenders. The new type are beautifully curved and are deeply crowned. Aprons have been added which extend to the extreme front ends of the spring hangers, and a splash shield has been placed between the front spring horns. Altogether, this new mud guard arrangement is more efficient in protecting the car, and at the same time a decided addition to its appearance

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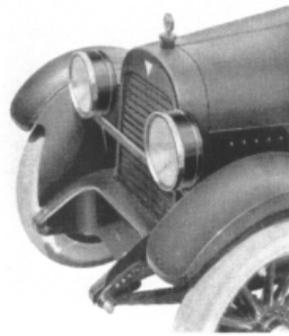
And so, then, 1922 will see a substantially improved Hudson. There is nothing untried or radical in the changes, but there has been carried out a definite program of improvements which will add materially to the pleasure and pride of Hudson ownership.

As motorists become more sophisticated and discriminating, they come to scan such minor points of convenience and attractiveness with as critical an eye as once they looked into the fundamentals of good design.

It is well that this is so, for the manufacturer worthy of confidence should long ago have solved the problems relating to mere operation. The motor car purchaser now expects the manufacturer to be deft and expert and progressive enough to be thinking of the minutiae of construction.

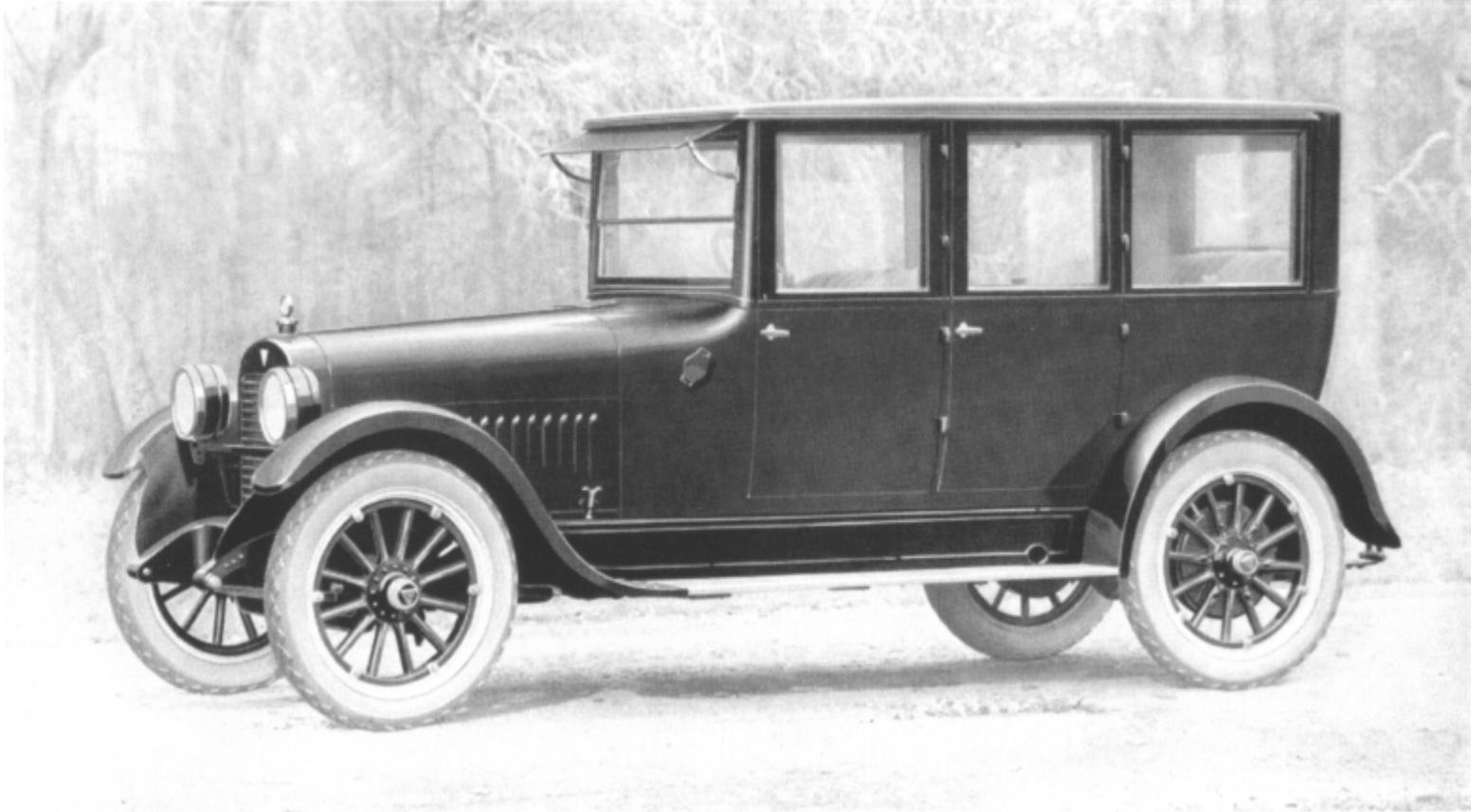
Hudson invites all motorists to study its product most carefully; to see that it is not merely a car which runs with average smoothness and economy; not merely a car with unobjectionable lines; and not merely a car which

can be driven with customary ease. It wishes them to discover that the car is right as a general proposition (of course), but that it is also a product of the latest thought in fine points of convenience, appearance and ease which the present state of the motor art affords.



Deep crown fenders with full aprons give complete protection. Radiator shutters and motometer insure motor efficiency and economy.

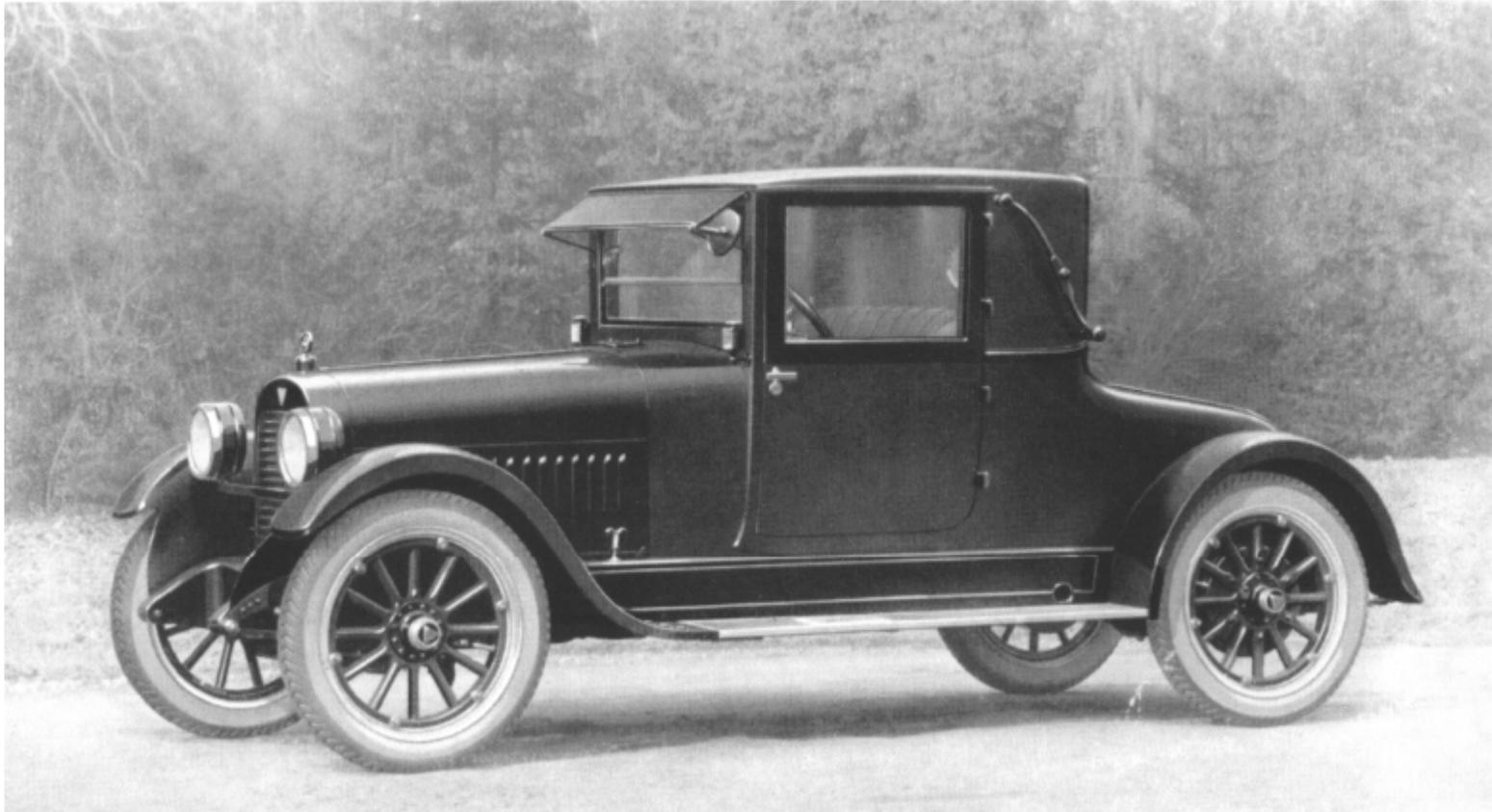
To build a car of the quality of the Super-Six, at its present low price, reflects the greatest credit on the Hudson organization, and this is being shown in an ever-increasing demand for our product.



The Seven-Passenger Sedan

THE HUDSON SEDAN is a very comfortable and roomy family car for all seasons of the year. The wide front seat (45½ inches) being continuous adds greatly to rigidity of body. An adjustable air ventilator, built in the cowl and standard on all Hudson models, adds to comfort in the front compartment.

The commodious rear compartment includes a deep cushioned seat, 45 inches in width, and two large folding auxiliary seats. The finish on the Sedan is a Valentine blue for lower body panels and wheels, with upper body panels and balance of chassis in black.



The Cabriolet

THE LOWER BODY PANELS and wheels of this model are finished in coach green. The top is solid, covered with a long-grained leather finished in glossy black. Hood, radiator shell, fenders and splash guards are in black enamel. The seat is a full 40 inches in width. This car

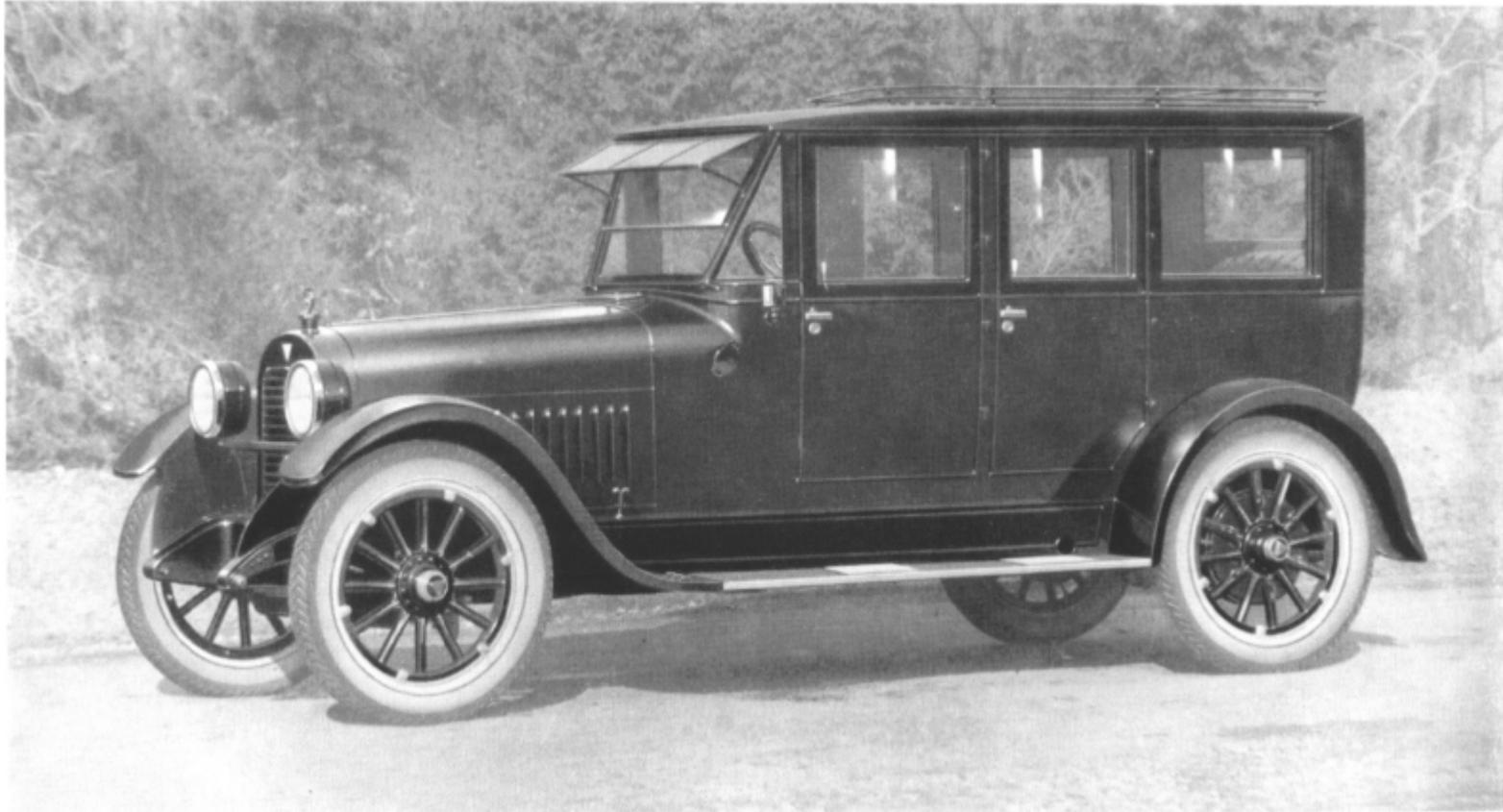
combines the convenience of a roadster with the all weather comfort of a closed car. The doors are exceptionally wide, facilitating entering and leaving and permitting the use of door glass of large proportions, giving full range of vision. Spare tires are carried under rear deck.



The Coupe

THE SUPER-SIX COUPE body is finished in a rich Valentine blue with upper body panels and the chassis parts in black. The seating arrangement amply accommodates four; two on the full rear seat and two on the separate front seats. The driver's seat is stationary while the fourth seat, which is

deeply upholstered, may be folded forward out of the way when not in use. The interior arrangement of this model includes a compartment for small packages while larger articles can be carried in the spacious compartment under the rear deck.

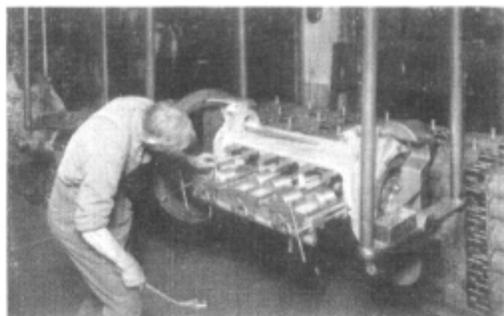


The Touring Limousine

THE HUDSON TOURING LIMOUSINE, with its clean cut body lines, appointments and finish, has set a high mark in the art of motor-coach building. The interior arrangement of this model is unique in that it has a glass partition separating the front and rear compartments which can be raised or lowered as desired. The front seat is 42 inches, rear 42½ inches; there are no auxiliary seats. It is especially adapted for suburban and country travel. Body and wheels are finished in Valentine blue with body moldings and the balance of chassis in black.



The connecting rods are weighed for uniformity.



An ingenious check for perfect alignment of connecting rods, pistons and pins before putting on block.



Seeing is believing—the dial gauge of this cylinder-checking device registers the exact dimension.

Each valve is checked for seat width and angle, stem diameter and concentricity.

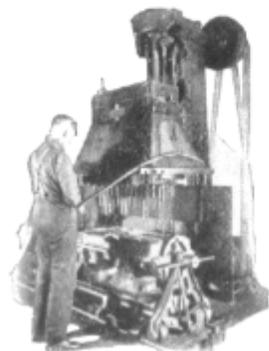


Precision and care is the keynote in every Hudson manufacturing operation



Motor shaft centers of every Super-Six are accurately determined.

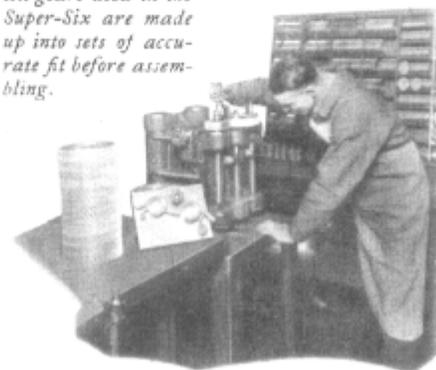
Multiple drilling of engine base insures perfect cylinder alignment.

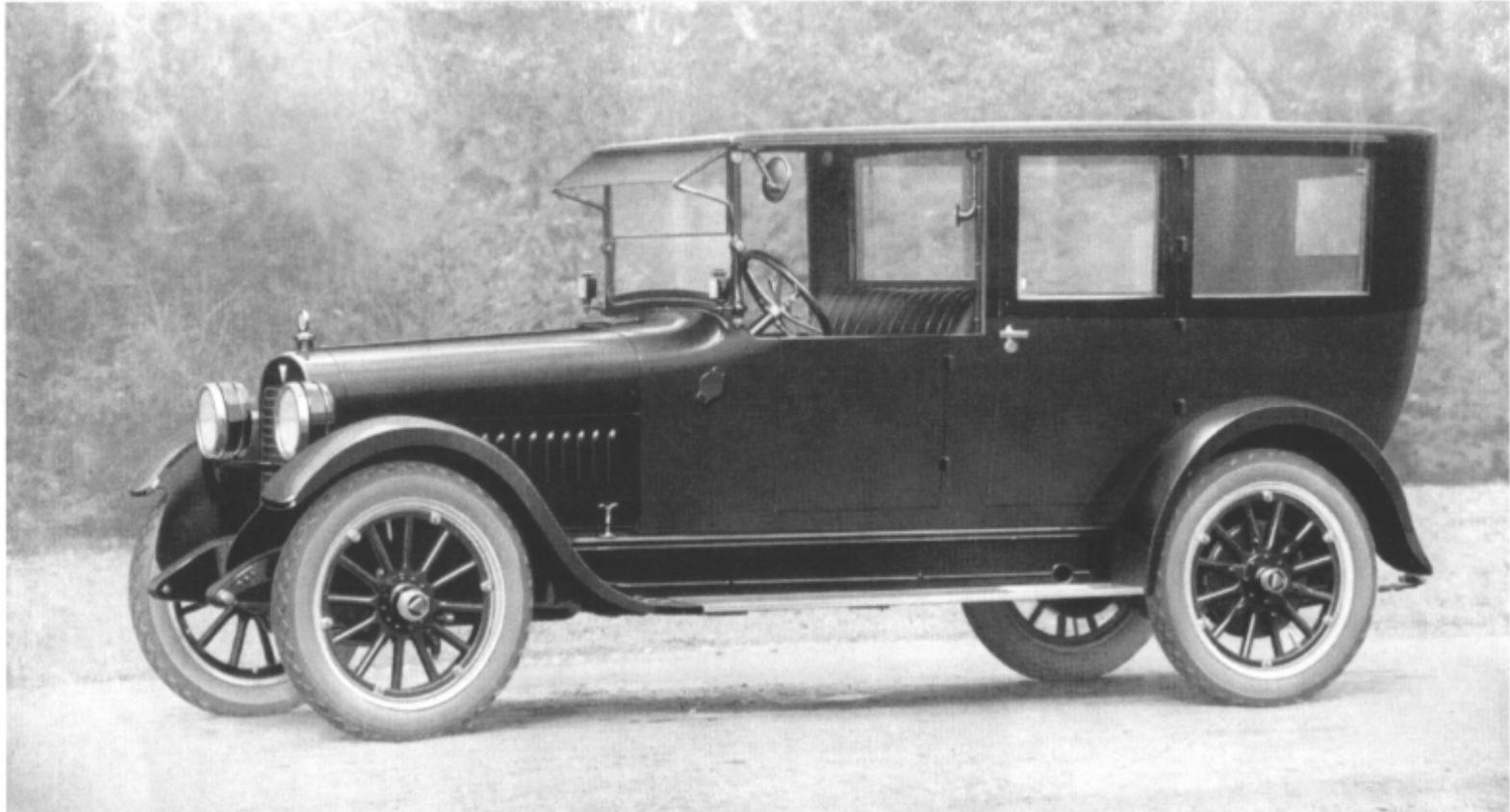


Checking camshaft journals and cams, the machining limits of which are exceptionally close.



All gears used in the Super-Six are made up into sets of accurate fit before assembling.





The Limousine

IN THIS SUPER-SIX model Hudson. offers a Limousine having both attractive body design and high-grade workmanship. The interior is 54 inches wide with a full deep rear seat and two heavily-cushioned auxiliary seats, all richly upholstered, giving a comfortable seating arrangement for five people with that exclu-

sive luxuriousness so desirable in this type of car. Driver's compartment is in leather and fitted with storm curtains. Lower body panels and wheels are finished in Valentine blue with upper body panels and remainder of chassis in black.

Hudson Super-Six Specifications

THE MOTOR has six cylinders, $3\frac{1}{2} \times 5$, giving 288 cubic inches displacement. The tax rating is 29.4 horse power. The actual horse power is more than 70. An aluminum crankcase anchored to the frame at four points, carries the block-cast cylinders of semi-steel, to which is bolted a detachable head. The patented Super-Six crankshaft, $2\frac{1}{4}$ inches in diameter, is carried in 4 main bearings. Cast iron pistons with 3 rings are carried on 12-inch I-beam connecting rods.

The motor is lubricated by a modified circulating splash system, in which the amount of oil is automatically proportioned to the throttle opening as well as to the motor speed.

The patented Hudson carburetor is perfectly automatic, only adjustment being a dash control for varying proportions of the mixture. A dash operated choke is provided for starting. Air is preheated. Battery ignition with automatic advance, a generator, a separate starting motor and a 100 ampere hour battery takes care of electrical requirements.

THE CLUTCH is a multiple disc with cork-to-steel surfaces running in oil. The clutch throwout is an automatically lubricated ball bearing.

THE TRANSMISSION has three speeds and a reverse with a selective cane control provided with a neutral lock. Large size roller bearings are used throughout.

THE PROPELLER SHAFT is tubular with spicer joints at each end and a slip joint to care for variations in the position of the rear axle.

THE REAR AXLE has a pressed steel banjo housing with reinforcing tubes. Spiral bevel gears giving a reduction of $4\text{-}9/11$ to 1 are carried in a removable housing. Brakes are 15 in. in diameter by $2\frac{1}{2}$ in. wide.

THE FRONT AXLE is the I-beam Elliot type with axle, wheel spindles, wheel bearings and steering connections of exceptionally large size.

THE RADIATOR is protected in cold weather by dash operated shutters. A motometer is standard equipment. Air is circulated by an 18-inch fan and the cooling of water by a centrifugal pump.

THE STEERING GEAR is the worm and wheel type with adjustments for taking up wear. Special positive locks are provided at all important points to insure absolute safety.

THE FRAME is an extremely rigid structure. The side rails are $2\frac{1}{4} \times 7\frac{3}{16}$ inches at the maximum section and are joined by two tubular and four box section cross members. A rigid frame means long life to a car as it absorbs the shocks of rough roads and protects the body and power plant.

THE SPRINGS are $2\frac{1}{4}$ inches wide, 39 inches long in front and 58 inches long in the rear. The rear springs take the drive. Shackle bolts work in reamed bronze bushings and are lubricated by wick feed oil cups. Side adjustment is provided at all wearing points by a patented arrangement.

THE WHEELS are very sturdy, having twelve spokes front and rear, and steel felloe bands. Split rims carry $34 \times 4\frac{1}{2}$ cord tires.

THE GASOLINE TANK holds 19 gallons and is carried at the rear, feeding the carburetor by means of a vacuum tank.

THE TIRES are carried on the running board in a dry, clean place.

THE WHEELBASE is $125\frac{1}{2}$ inches.

THE TREAD is 56 inches.

THE TURNING RADIUS is $22\frac{1}{4}$ feet.

*NOTE - The Hudson Motor Car Company reserves the right to make changes or improvements
At any time without incurring any obligation to install same on cars previously sold*

